



1998-3



Edwin Brindle has only been building SIB s for about two years. His display at a local Library branch in Brantford, Ontario , Canada is pictured above. Well done Edwin.

**JOURNAL OF THE SHIPS-IN-BOTTLES  
ASSOCIATION OF AMERICA INC.**

# The Bottle Shipwright

**THE BOTTLE SHIPWRIGHT** is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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**DEADLINE for submission is the second month of each quarter.**



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There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.



# The Bottle Shipwright

Volume 16. Number 3.

## Association Officers

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FRANK SKURKA.....Vice-President  
DON HUBBARD.....Membership/Treasurer  
RAY HANDWERKER.....Editor  
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## Regular Features

FROM THE PRESIDENT  
FROM THE EDITOR  
FROM THE MEMBERS  
BOOK REVIEWS

ON THE COVER: Edwin Brindle's works on display at local Library.

BACK COVER: A French Galley by Ralph Preston.

## TABLE OF CONTENTS

In Memory of William Westervelt-By Frank Skurka-----	3-4.
A " Quoddy Boat " Plans from Robert Frederick-----	5.
Keepsakes and Spindrift- By Frank Skurka-----	6-7.
A Bottled Bush Plane- By Charles Hand-----	8-10.
Books- By Frank Skurka-----	11.
From Holland by Bob De Jongste-----	12-13.
From the Members-----	14-17.
Report from Japan from Juzo Okada-----	18-19.
S.S. Lane Victory By Richard Blanford-----	20-22.
Ship in Bottle by Alan Rogerson-----	23-24.
Notes from the Membership Chairman by Don Hubbard-----	25-28.
New SIB Video and Hints /better photos by Don Hubbard-----	29-30.



THAT IS ALL!

## ATTENTION ON DECK! THIS IS THE CAPTAIN!!

Once again , sadly , I must report the loss of a friend and avid champion of the art of building ships in bottles . Plank owner Bill Westervelt passed away in July after a long battle with cancer.

Bill was instrumental in the organization and operation of the Maryland Chapter of our Association; serving for a time as President. The Maryland Chapter is our only active Chapter and the very fine Conference held at the Chesapeake Bay Maritime Museum was a reflection of the great work done by the Maryland Chapter . Bill's enthusiasm for building and acting in behalf of bottleships will be greatly missed . He will be remembered by his fine works that will live after him.

Our condolences have gone out to Betty and we know that Bill is sailing with blue water under his keel and a fair wind at his back.

Also , Randy Westervelt wrote to inform us that Chris Nair of India has suffered a major Heart attack, on March 15th. . Randy has since received another letter that Chris is now in good health except for slight loss

of steadiness in his hands. Randy included his phone number (843) 889-2628 for anyone wishing more information. Cards or letters to Chris would be appreciated.

HIT THE BOTTLE

*Jack*

Send Material for the Editor to -----  
5075 Freeport Drive, Spring Hill, FL., 34606

Ray Handwerker



One of the hardest jobs that I have as Editor, is to pass along the news of the loss of one of our members. It is very hard to put into words what you feel in your heart and mind.

Bill Westervelt, one of the standard bearers of SIBAA, passed away last month, after a long and courageous fight against cancer. He was a man who loved his family, country and life. His talents and willingness to share them were without hesitation. It was an honor and privilege to have known him.

To his wife, Betty and his family, Nancy and I extend our personal condolences and our deepest sympathies.

His unswerving devotion to our art form and his fellow ship in bottle builders will be sorely missed.

So let's not let him down.

Let's refill those bottles.

#### WELCOME ABOARD NEW MEMBERS.

Col. Robert C. Diehl, 6762 Moss Lake Drive, Hixson, Tn. 37343.  
Steven R. Pavon, 880 Chestnut Circle, Wright-Patterson AFB, Ohio. 45433  
Steven Ryder, Unit 1/27-35 Lani Street, Wishart, Brisbane, Australia.  
QLD 4122.  
Walter Sandner, Letterhausstrasser 1 36037 Fulda, Germany.

#### ADDRESS CHANGES.

Edgar H. Fisher, P.O.Box 2549 Stockbridge, Georgia. 30281.  
William W. Howat, 12 First St. Apt 1011, Salem, Ma. 01970.  
Ben W. Koush, 615 Kipling # 12, Houston, Tx. 77004.  
If I missed anyone, my apologies, and drop me a line for a correction in the next issue.

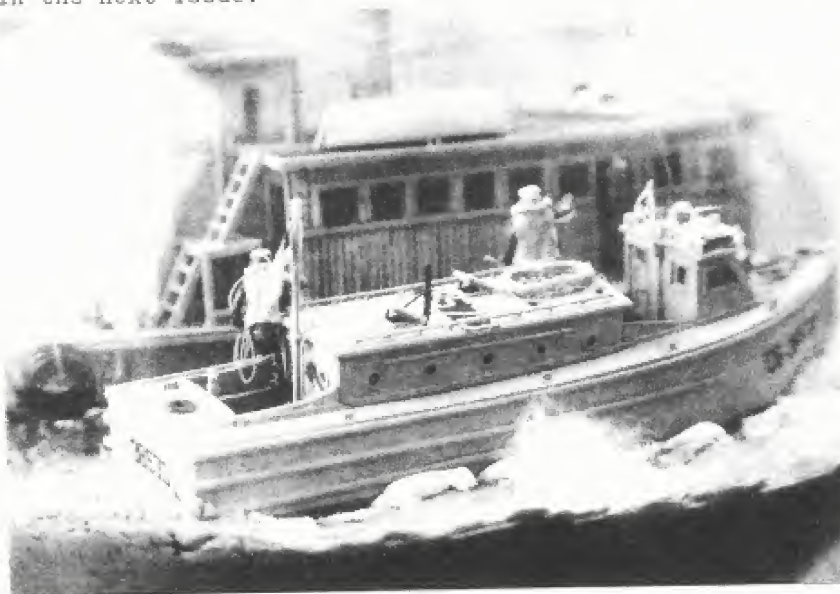


Photo Left.  
USCGC 38570  
along side  
USCGC. 740  
Quarter boat  
in a  
1000 Watt bulb  
by  
Jack Hinkley.



IN MEMORY OF  
William (Bill) D. Westervelt  
By Francis J. Skurka.

In August, Bill Westervelt of Hampstead, Maryland, Passed away after a long battle with cancer. When originally diagnosed, he underwent surgery, took the treatments and went into remission. I spoke with him in July and he sounded like the old Bill, full of vim, vigor and vitality; he eagerly talked of getting back to being active in the Maryland Chapter of SIBAA which he helped found. Sadly, Bill didn't make it.

Born on August 31, 1933, in Springfield, Massachusetts, he and his family moved to Sparks, Maryland when he was a youngster. After Graduating High School, he wandered across country and spent time working for the U.S. Forest Service in the Gifford Pinchot National Forest in Washington State. He worked with Survey and road location crews, locating and laying out roads for timber and logging crews.

In January 1952, he joined the U.S. Navy in Seattle, Graduated Boot Camp in San Diego, California and was selected for Class "A" School for shipfitters in that city. After completing training, he was assigned to the Battleship, USS Iowa (BB-61) in the spring of 1953 and embarked on a Midshipman training cruise taking him to Norway, Denmark, Scotland, England, Gibraltar, Lisbon, France, Italy, Greece, Turkey, Algeria, Mexico, Guantanamo (Gitmo) Bay and many other ports. While in the service, Bill married Betty in 1954, and in late 1955 was transferred to the repair ship USS Orien, home ported at Little Creek, Virginia, where duty involved the repair of towed targets used in missile and gunnery practice. Bill referred to this as "this one time I pulled good duty." During this time Betty had twin boys, Bruce and Kenny. He mustered out in 1965 as a shipfitter second class (ME 2).

With a young family to feed, Bill had several full and part time jobs including: Shipfitter, ( Sparrows Point Ship Yard), Machinest ( Westinghouse Corp), Dealer and welder ( Alban Tractor Co. ), Mechanic ( Black and Decker Co. ), ASME welder (Melle Metal Fabricators), Research and development machinist ( Aircraft Armament Co. ), Machinist on nose cones and torpedo fuel tanks ( Diecraft Co. ), and many other jobs.

Married 44 years, Bill and Betty have three sons, Westy and Twins Bruce and Kenny and two daughters, Beth and Donna, plus " A flock of Grand-children". All of the boys went into the U.S. Navy after High School ; Westy served 4 years, Bruce and Kenny served 3 and 4 years each and then joined the U.S. Army, where Kenny served 8 years and Bruce 11 years. Donna's husband, Jeff, served 3 years in the Navy, then 8 years in the Army and went back into the Navy.

Bill said it was a lot of fun having 3 Westervelts on the same football team, giving the local radio commentators fits.

Bill and Betty " Born again Christians", worked for years with their church programs for the hearing impaired. They attended Cantonsville Community College, Western Maryland College and Bill Rice Ranch, a camp for hearing impaired. At these schools they learned how to " sign ", communicate with and teach people with hearing difficulties. After several years, Bill had to give up this work because of heart problems.

From 1963 to 1984, they ran a small farm, raising milk goats, rabbits, chickens, hogs and 8 hives of bees. They cultivated a 1an1/2 acre garden with the usual assortment of ducks, geese, dogs, cats and several neighborhood kids. Bill liked to read and was an accomplished outdoorsman and wrote several articles for the magazine " Fur, Fish and Game", and ran a trapline for Mink, Possum, Muskrat and Red and Grey Fox. He was a hunter fisherman, woodworker and ship in bottle builder. He started building SIB's in 1963, was an active participant in our conferences and was always

IN MEMORY OF (cont).

promoting this art form to the public.

He organized our Conference in Maryland and in 1989, established the Maryland Chapter. He, with Chapter members, exhibited models at the Smithsonian Institute in Washington D.C. , the World Trade Center in Baltimore and the Navy Museum in Washington D.C. He won several awards for his outstanding work.

Bill contributed regularly to this journal with his column "Details" articles on how to build a ship in a bottle.

Bill Westervelt was a kind and generous man who loved his family, his country and loved life. He lived it to the fullest up to the very end.

All of us who knew him, will miss him deeply and this organization has lost one of its best.

Here's to our absent brothers  
to dear ones far and above  
their faults we write upon the sand  
their virtues on tables of love  
Absent but not forgotten  
for them we will sing the old line  
" Should auld acquaintance be forgot  
in the days of auld lang syne "

( from the U.S.Navy song book )



**SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA**

*Jack Hinkley, President*

403 Amherst Avenue, Coraopolis, PA 15108 • (412) 264-5830

July 13, 1998

Dear Betty:

In behalf of the members of The Ships-In- Bottles Association of America I am writing to express our sincere sympathies and condolences in Bill's passing.

Our Association will feel Bill's loss deeply. He was a good friend and a man of huge talents not only as a builder of bottleships but also as a builder of the goals of The Ships-In- Bottles Association of America; preserving a venerable nautical art. His work in establishing and maintaining the Maryland Chapter of the Association, the only such Chapter to survive and exist, will serve as a tribute to his devotion to his fellow bottleship builders and to the folk art that he loved.

Dodie joins me in extending our personal sympathies for your loss.

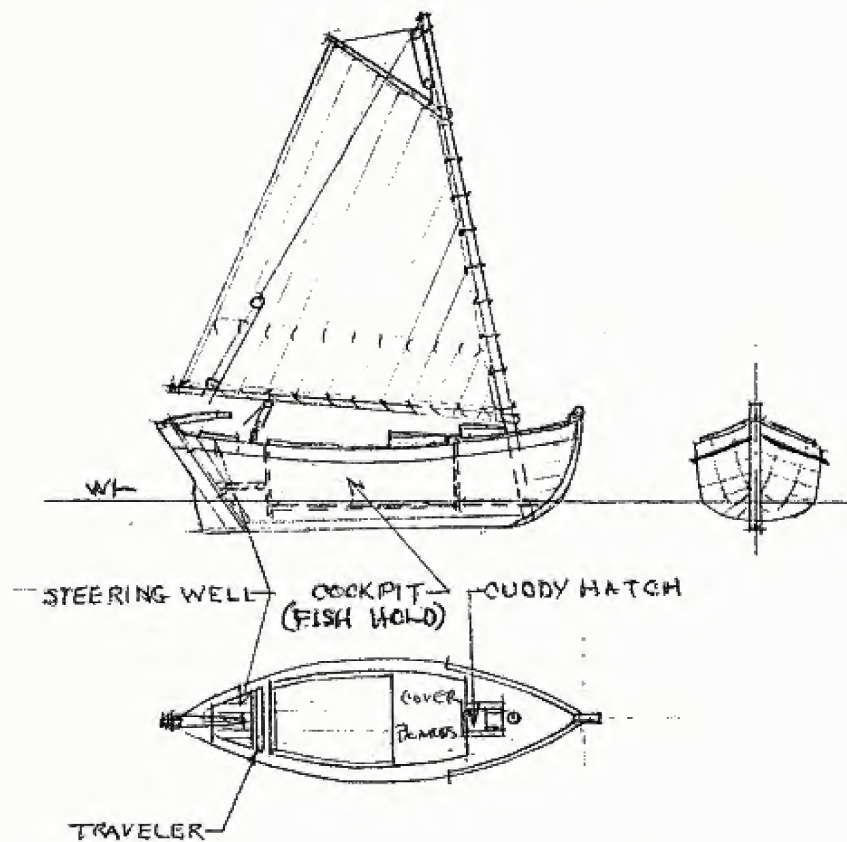
Sincerely,

  
Jack Hinkley



## ◦ QUODDY BOAT ◦

---



Used to transport fish from the weirs to the canneries in Eastern Maine . Named for the Passamaquoddy Bay . ( Circa 1889 ) .

Approx. 35' Long , 12' Beam , Mast 39'

Plan supplied by Robert F. Frederick , Seattle Washington .

### KEEPSAKES FROM THE OLD COUNTRY.

by Frank Skurka.

In Salt Lake City, Utah, Temple Square, there is the Mormon Temple complex, including the Mormon Pioneer Museum, which has many magnificent displays depicting early pioneer life. A small exhibit shows Mormon migration and a display entitled "Keepsakes from the Old Country". The following is quoted from this exhibit:

"Mormon pioneers gathered from many nations and cultures, they brought those prized belongings that preserved their family and cultural heritage. This fidelity to the past helped to build a culturally rich and diverse society in the valleys of the Rocky Mountains."

"John Davies, born in 1815, used his skills as a former weaver and ship builder to make these whimsical 'Bottle Art' pieces while living in Liverpool England. He and his family sailed aboard the Steamship "Minnesota" in 1869. Proud of his work he wrote "please take special notice of the corks, how they were fastened with keys through them on the inside and keys through keys after the cork is in the bottle. The fastening of the cork is the main thing to consider. The rest is skilled craftsmanship. This is a challenge to any man."

These "Whimseys" are highly complex and decorated puzzle like structures and the wooden corks are intricately carved. The most complex piece is in the lower left corner of the chest; it is a "double header", with two bottles held in the center with a single toggled wooden cork. Unfortunately, it cannot be readily seen in the photo. I informed the Assistant Curator, that this piece was more significant than the others and should be more prominently displayed. I hope they followed through. Also note that the Museum referred to these pieces as "Bottled Art" and not "Craft" which bolsters this organizations position that building ships in bottles is an "Art" not a "Craft".



Bottle Art and Coverlet in hand grained wooden trunk.



## *SPINDRIFT* BY F. J. SKURKA

" E-Z-Tak " is a blue adhesive product that is both removable and reusable and can be used to stick almost anything to smooth or hard surfaces such as : wood , Glass , Linoleum , Metal , Formica , Porcelain , or other similar materials . It can be used over and over again . It can be used to tack up notices , secure small objects to walls or shelves . Secure memo pads , desk blotters , trays etc. I use it to hold small fittings to temporary stands for painting and To temporarily fasten pieces together when carving or sanding . It's safe , non-toxic and replaces tape , pins and tacks. It works best on surfaces free of oil and dirt . To use , you tear off the amount needed , roll into a ball with your fingers until it becomes soft and sticky, place it between the surfaces and press firmly . Some surfaces may retain an oily residue which can easily be removed with Trichloroethane . I've used this material on wood paper, glass and didn't have a problem .

One other way to use this product , is to fasten ( temporarily ) control lines to the outside neck of the bottle when inserting the hull , with a small ball pressed onto the glass . A 2 an 1/2" x 2" x 1/16" ( 1 ounce ) package costs \$ 2.00 and can be purchased at Art stores or Craft shops .

Jack Arnold of Kerrville , Texas , sent me three samples of rigging line he picked up in a yarn shop . Number 100 the finest , number 40 mid-size and number 8 the thickest , which is brown-tan color and makes an ideal anchor line . The others are an off white color . Shop around and check your local yarn shop .

I recently caught a small , deep, painful wound from of all things- a pencil ! For years I kept my very sharp pencil's in a piece of foot long oak banister . I drilled holes 1/2" apart and 1 an 1/2" deep into the wood and stuck my pencil's in them .

Worked fine , until I reached over them to pick up a file and got stuck in the right palm at the base of the thumb . I had to use a needle to dig out the small tip which had broken off in my hand . Not serious but painful. Humm ? How to keep sharp pencil points from wounding ?? . I found the answer in the local Chinese take out place . Use an old cup , can , jar, etc. , Weight the bottom with some stones, gravel , washers , etc. and fill the container with dry rice , then stick the pencils points down into the rice ; keeps them sharp and no wounds .

Xact-o blades can be sharpened , if necessary , ( when you run out ) by using un-glazed ceramic tiles as a sharpening stone . The blades become dull at the tips if you cut a lot of small pieces or if you carve hard woods . If you have a honing stone you can easily run up an edge . If not , a small un-glazed ceramic tile works very well and as good as a hard Arkansas stone and is a lot cheaper . I had some left over from a tile job . You can usually get a few from your local store as samples .

" Pringles " R potato chip containers are 9an1/2" long and have a 3" diameter and once opened have a plastic removable cap . This container is very useful to store long strips of wood , dowels , lengths of wire or other tools , materials or supplies used in modeling .

Besides , the chips taste very good and are fat free .



#### A BOTTLED BUSH PLANE by Charles Hand

Bottled model ships may be the "norm," but I'm not sure that "normalcy" applies to most of us who build them. It's nice to do something (even more) different from the normal or usual; ergo this bottled bush plane, which was made for a fellow who pilots an actual one in his native Alaska in summers. Photos of the airplanes that he flies were used as a guide and the model is about 1:120 (1"=12') scale. It took 30.5 hours to make over a three-week period.

The bottle is a 200 ml. (Bicardi rum) with a neck i.d. of .594" (1.5 cm.). The threaded white plastic cap obscured the small neck size, so I replaced that with a stopper carved from pine, shaped like a propeller spinner and stained maple. (The stopper was a snug fit in what I assumed was an identical bottle, but too loose a fit in the bottle used - until I wound some thread about it.)

The water is (my first attempt at using) acrylic gel mixed with acrylic blue paint. Dabs of white acrylic paint supplied the whitecaps and wakes. Acrylic gloss medium was next brushed on to give it a wet look. A second set of matching pontoons was waxed and placed in the gel during hardening. White glue was used to affix the gel inside the bottle and to join the components.

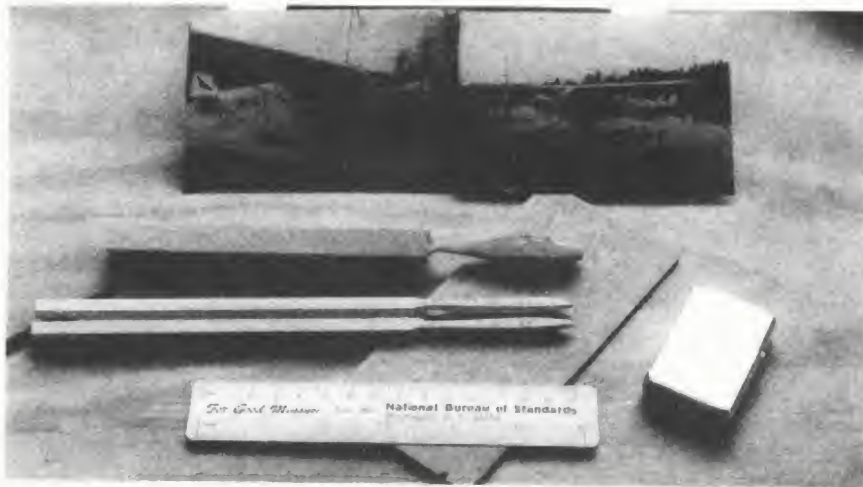
It took me four tries to make an acceptable gel sea. One brand [Deco Art OSI Clear-Tex (TM)] from a craft store resulted in an unsuitable sand-like texture, but might suit a beach or island scene. Another brand [Liquitex No. 6306 (TM)] from a Wal-Mart store worked fine. Their labels warn to only use acrylic paints on these to avoid problems.

The airplane fuselage and floats were carved from basswood and the propeller and spinner from birch toothpicks. The float rudders, platform atop the pontoons, and wing and tail surfaces were cut from .020" (0.5 mm.) thick sheets of styrene plastic, and the latter were scribed to simulate the flaps, rudder and elevators. Styrene rods [from .020" (0.5 mm.) to .035" (0.9 mm.) dia.] were used for the wing and pontoon struts, steps and boathook and joined with liquid plastic solvent.

Flat Floquil brand paints were applied, primarily white, black, red & orange markings & brown to the boathook. A red ball-point pen added the registration no. to the sides.



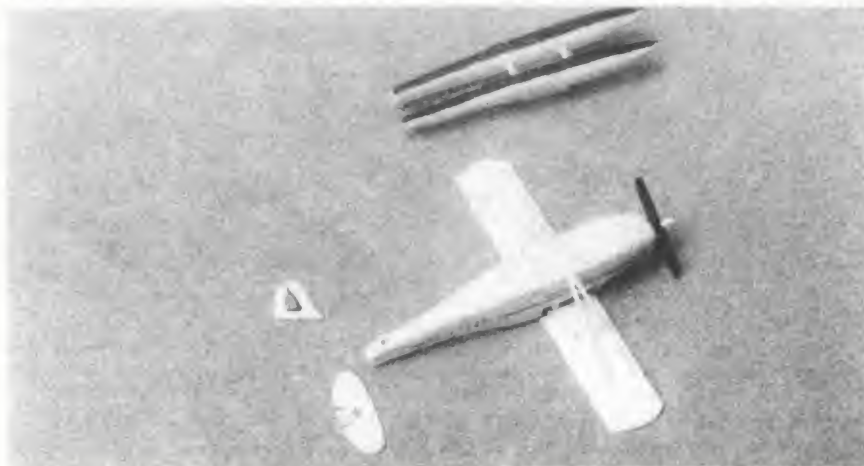




Using photos as a guide for carving the fuselage & floats.



The major sub-assemblies, ready for joining the tail components.  
Note the slotted hole in the horizontal stabilizer.



Checking the fit of the wings and prop to the fuselage.  
Note the recess to receive the platform atop the floats.



A styrene rod has just been glued into the hole beneath the fuselage & passes through the slotted hole in the horizontal stabilizer, allowing the latter to be cocked to pass through the bottle neck. The projecting rod was later sliced off.



The acrylic gel sea was cast upon paper, which can be scissored to shape or removed by soaking in water. I've since found that the gel is readily peelable from Aluminum flashing material.



The gel water and pontoon sub-assembly have been installed with white glue. Cloth covers the neck to keep out sawdust and bugs. Primary bottling tools incl. Tweezers, a bent umbrella rib and a bent stiff wire shown here.

A nice feature about Jack Needham's trem, "Carafology" is that it doesn't set any limits as to the type(s) of models we make.





## BOOKS

BY

Francis J. Skurka

WOODEN SHIP BUILDING .

by Charles Desmond.

Published by The Vestal Press, 4720 Bostonway  
Lanham, Maryland 20706, for \$24.95.

I purchased this 8½"x 11" soft covered book for \$ 17.46 plus \$3.00 postage and handling. This 224 page book has 174 illustrations and 17 plans for various types of wooden vessels ranging from a 47' Tug to a 292', five masted schooner. The introduction states " The object of this book is to place at the disposal of builders of wood ships some much needed information about construction and equipment. Each principal part of a vessel's construction is explained, the information being arranged in such a manner that the reader can either use the book for reference purposes and quickly obtain if desired, information about any selected part , or can read the book as one continuous story covering the construction and equipment of the vessel ". The book lives up to the introduction , as it has a most complete index with headlines arranged alphabetically . A reprint (1998) this work was originally published in 1919, by Rudder Publishing Co.

The author provides simple, detailed explanations for some very complex topics, such as tonnage, hogging, sagging as relates to the building of a wooden vessel and other technical considerations. Among the materials covered are: Classification Societies, Insurance, Woods and their properties, Kinds and dimensions of materials to use, Tonnage , Stress and strain on ships, Estimating and converting, Joints and scarphs, Descriptions of ships parts, Building slips and launching ways, How to build a ship, ship joinery, sails, Rigging, Masts and spars, Vessel types, Chains, Anchors, and Deck equipment, Strength of materials, Definitions of shipbuilding terms, Parts of wooden ships and many useful tables.

The plans include : a 292' ,five masted schooner, a 5000 ton motor-ship, a steam trawler , an 80' Auxiliary schooner, a New Bedford Whaler, a 270' Cargo Carrier ( motor vessel ) a 220' . four masted Auxiliary schooner, several 224'-235' , four masted auxiliary schooners, a three masted 152' schooner and a 77' North River schooner.

This book has a wealth of great detail not found in similar works. As an example: 11 different types of dovetail joints, 32 types of joiner work hinging and 25 types of joiner work moldings.

For the price, this book is a good buy for both the beginner and professional who wish to learn the details of wooden ship modeling. The book can be purchased from;

Edward R. Hamilton. Bookseller  
Falls Village, Ct. 06031-5000.

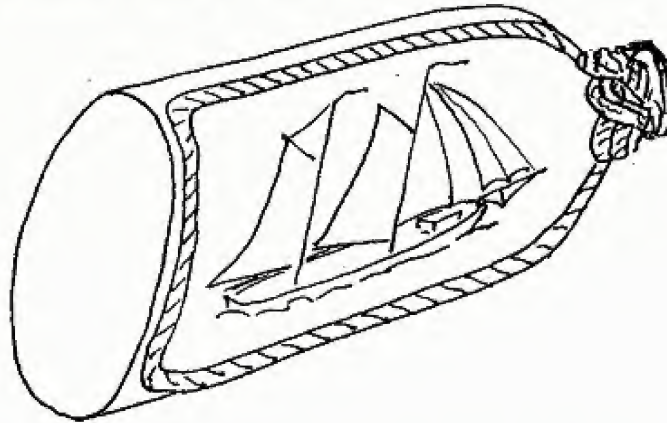


Ships are called SHE because,

- they are useless without employment,
- look best when well rigged,
- their value depends on their age,
- they are upright when in stays,
- they bring news from abroad,
- they wear caps and bonnets
- they are often painted,
- and because a man knows not the expense 'till he gets one!

( from James Marsh Sr  
Saint John, Canada)

**A different way to decorate your bottle.**



If your ship is safe in the bottle and you have closed it with a cork, then you may give a different final touch to your piece of art. When you plan to weave a "Turk's Head" knot around the neck of the bottle, just take some extra length of rope on one side. Weave your "Turk's Head" in the normal way. When you are ready, you can glue the extra length to your bottle as indicated in the sketch. When the glue has dried, cut off the excess length and work the end of the rope under the knot. Now paint the whole bottle outside the rope-window. I suggest, that you take a colour which is equal to the background colour in your bottle, but you can always experiment a little.



#### **A SHIPWRECK.**

Have you ever thought of making a shipwreck in the bottle? I did, but by accident. When inserting the ship into the bottle several things happened. I broke a mast, lost a few sails etc. I solved the problem as follows. I took of more sails, tore them into rags and glued them back for as far this was possible. I broke another mast, put the ship with her prow on the rocks for which I broke up some lava stones and ended up with a perfect shipwreck. The curator Jan Visser of the Bottleship museum at Enkhuizen saw this SIB, wanted to have it and since he is a better talker than I am, the shipwreck is now in his museum.

Bob de Jongste. the Hague, Netherlands.

**NEXT TIME A NEW INTERIOR FOR  
YOUR BOTTLE!**



#### **SHIPS IN BOTTLES ON INTERNET.**

<http://www.shipbottle.ru/pages.htm>  
<http://www.shipbottle.ru>  
Artem Popov, Moscow, Russia

<http://members.aol.com/binikowski/welcome.htm>  
Jochen Binikowski, Hamburg, Germany

<http://www.vicon.net/~elcid/Ketner.html>  
Shawn Ketner, Huntingdon, PA, USA

<http://www.globalnet.co.uk/~euston/ships/>  
Robert Euston, Basingstoke, England

<http://home.clara.net/hjongste/sibnl.htm>  
Bob de Jongste, the Hague, Netherlands

<http://www.seascape.demon.co.uk>  
Patricia Labistour, Robin Hood's Bay, England

<http://www.geocities.com/SoHo/Museum/1721/AdVIndex.html>  
Alvaro de Vida, Canelones, Uruguay

<http://user.fundy.net/fpweb/index2.htm>  
David Smith, Canada

<http://www.nevsky.net/~urin>  
Yurin Yevgeniy, St.Petersburg, Russia

<http://www.onf.ca/FMT/E/MSN/14/14792.html>  
National Film Board, Canada

<http://www.brunswickmicro.nb.ca/~ships/index.htm>  
David Smith, Canada.

<http://www3.justnet.ne.jp/~itisin/>  
Shinzo Ichimura, Osaka, Japan

<http://www.geocities.com/Eureka/Gold/3333/jrbindex.htm>  
Juan Rodriguez del Barrio, Madrid, Spain

<http://www.enkhuizen.net/html/musi.html>  
Ship-in-bottle museum, Enkhuizen, Netherlands

<http://www.shipbottle.ru/ENG/associations.htm>  
Doesn't mention any names!

Please note that the Dutch Home Page has completely been changed. Hope you do like the new version. Please let me know.

Regards,  
Bob de Jongste, 13 Van Hoornbeekstraat, 2582 RA The Hague, Netherlands.  
e-mail address: bobdejongste@wxs.nl  
The Hague, July 11, 1998.



Of the new members we welcome aboard this issue, I have no information about Walter Sandner, of Fulda, Germany. But I hope he will help solve the mystery by sending in some photos of his work or maybe a how-to article. The Other three new members are well versed on SIB's. Col. Robert C. Diehl, of Hixson, Tennessee started in 1962 and likes Chesapeake Bay Bugeyes and Skipjacks. ( Robert , have you done an Oyster Pirate yet? or a Flattie ? I like both of those myself) For realistic water I use " Envirotex Lite , Casting resin" and have shown how at some of our Conferences. Back issues see the inside of the front cover. Steven R. Pavon, of Wright-Patterson AFB, Ohio has been building since 1989 Likes ships and houses. ( Try a diorama Steven ).And finally Stephen Ryder, of Brisbane , Australia is mainly interested in Large bottled ship from the 1800's Whalers, windjammers and full rigged Clippers. He has made a number of models. Welcome aboard Gentlemen and please remember, this is your journal, it is about you, what you do and how you do it. So please send in those photos of your work, those hints and tips, and yes those articles. As you can see by reading this journal our members are not shy about sharing their knowledge .

Prez. Jack Hinkley sent in the following photo he took at Fort Beausejour in New Brunswick, Canada. The ship in a light bulb was built by a prisoner of war in 1917.



We are builders of those kinds of treasures. We need to let the public know about the folk art that we follow and seek to preserve and we must encourage others to follow art so that truly built bottle ships will continue to be built. Show your models, visit service clubs and church groups and school classes with your ships. Encourage others to start building. Teach others to be builders of treasures. Jack.





The Photo on page 2 of the CG Picket boat in a 1000 watt bulb, built by Jack Hinkley was accompanied by the following explanation of how to.

I am enclosing a shot of my CG 38570 in a 1000 watt electric light bulb. Also a return envelope if you can't use it. The scene is on the Allegheny River at the Coast Guard base above lock # 1 during WWII. The smaller craft is a 38 foot Government issue picket boat. The boat was intended for use in costal and inland waters. The model was built from plans reduced from actual shipyard plans supplied by the Coast Guard.

The picket boat model went into the bulb in four sections; two pieces of hull, pilot house and deckhouse. A feature of the 38570 model is the liferaft on the roof of the deckhouse. It is made from a piece of spaghetti. Needing something close to scale I wet the pasta and wrapped it around a wooden form of the inside dimensions of the raft until it dried. The rest was easy. The other vessel was our Quarterboat, CG 740, which had been the civilian houseboat, Huldnah II, until pressed into Coast Guard service. She served as office, crew quarters and the storehouse from which we drew supplies for the boat patrols. She was sixty feet in length so I had to abbreviate her a bit to slip he fifteen parts into the bulb. The water material is modeling clay. The sailors are to scale and were made from plumber's putty over a skeleton of floral wire. After the figures were finished their lifejackets were made from clay and put put on them. The lines that they are passing are thread stiffened with Elmer's White and set in an action mode hovering in the air between vessels.



Ross Keleman, North Fort Myers, Fl. Sent in the photo above of a SIB he found. It is in a pint flask and signed by the maker, "E.J.Udall." Ross contacted the Fire Island Lighthouse preservation Society and found out the maker was a Lighthouse Keeper/Assistant from 6 Nov.1886 to 23 July 1888. Ross collects as well as builds SIB's.



Norman Adams of Brenham , Texas sent in the following (Post mark 1996, which just proves that my wife is right, I need a better filing system. My humble apologies Norman. But you must admit when I screw up I do it big time.)

This is for those ship Historians/Affectinados who might not have previous knowledge of this Texas Happening.

During the summer of 95 , off the coast of South Central Texas , in twelve feet of water of Matagorda Bay, the remains of the Barque "Longe-"l'Belle " were found. The " L'Belle" under the command of Rene Robert Cavellier, Sleur De LaSalle was wrecked and sunk in Jan. 1686. Thus far the prize find has been a 793 pound six-foot long cannon. Other objects found which I have viewed are Pewter plates, Lead shot, Various complete pottery vessels, Stoneware pitchers, Brass buckles, Beads, Bronzé Bells as well as encrusted keys, Scissors, Chisels and Hammers.

To enable the team of Archaeologists from the Texas Historical Commission to better do their work, they are working inside a "Cofferdam" which is 148 feet wide and 118 feet long , with sheet metal walls 65 feet long, protruding above the water 5 feet. There has also been a mooring dock and viewing bleachers constructed for the use of interested people. My son who owns a home on said Bay said that just last week while he was on site , a Human Skeleton had been found. Most of the ships remains are only some two feet deep in the sand, believe it or not.

Any of the wood timbers found are to be emersed in several various solutions for perhaps four or five years to stabilize them. Otherwise it would disintegrate in the air.

Ain't it interesting ? Why were they there? To establish a colony at the mouth of the Mississippi River?. The Excavation Headquarters are located in Palacios Texas on Sixth St.

Palacios is a very small town on Tres Palacios Bay which opens into Matagorda Bay.

Thanks Norman, and again my apologies for not using this sooner. And I wonder what else I misplaced that I hope I will find.





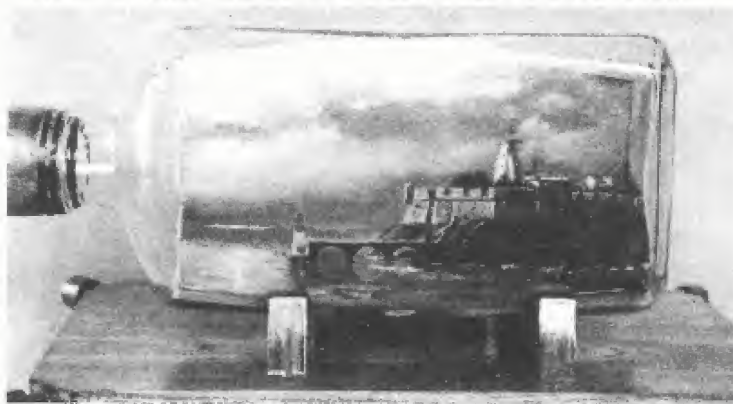
And here is another one that my piling ( i mean filing) system ate.  
Geoff Offer of Australia sent this in in 1991. It is 350:1 scale  
model of the " Harriett McGregor" in a 2 litre Wine flagon.  
Geoff - My sincerest apologies .



REPORT--  
FROM THE JAPANESE SHIPS-IN-BOTTLES  
ASSOCIATION--Juzo Okada, Editor.



Above; "Galeone Veneto " built by T. Nakamura in 1997.  
Below; The back side of the above bottle . Any questions as to  
whether this is an art form ? Beautiful work.



Do you use a personal computer?

When I came back from the hospital in the end of the last year, personal  
computers(p.c.) have conquered my closed world.

My friend Mr.Shinzo Ichimura made a nice home-page for me(for the stand in for  
Japanese S.I.B. Asso.). If you have a chance, please watch my home-page, you  
will see many beautiful colour photos of my works.

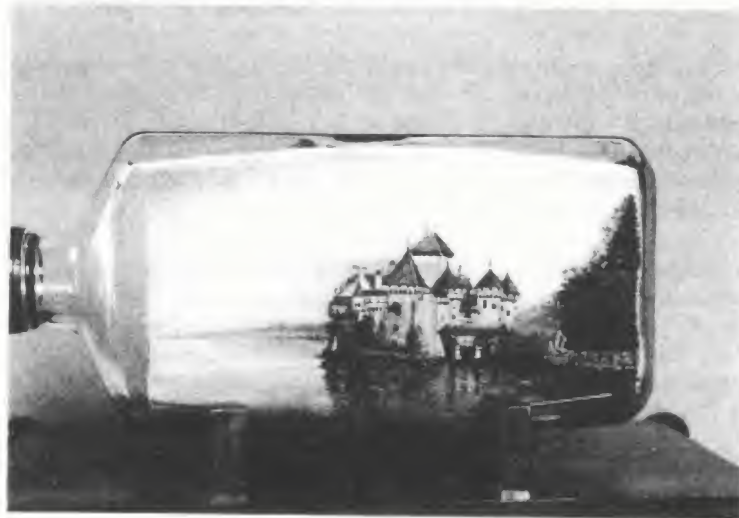
My home-page address(for E-mail) is \* \* \*

E-mail <http://www3.justnet.ne.jp/~itisin/>





Above; The "Cutty Sark" built by T.Nakamura in 1997.  
 Below; The back side of the above bottle. And No! I  
 do not know how he does it. (wish I did )

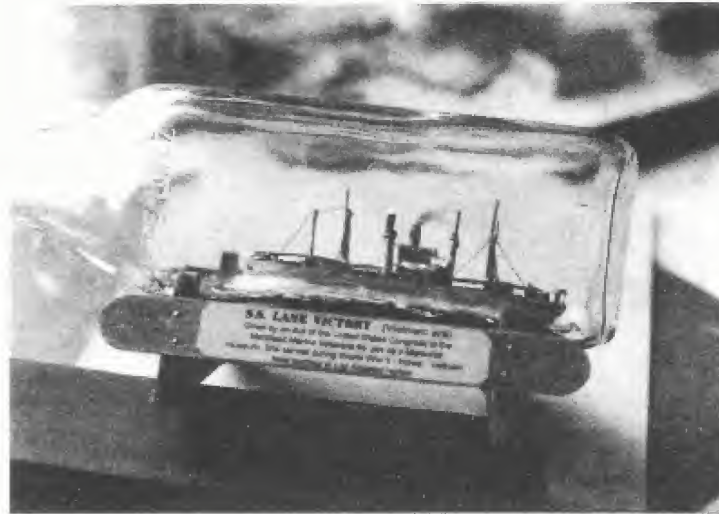


We will have exhibitions in Kobe and Osaka this summer,too. I could not build  
 any new works this time. but I will be able to see a lot of the new works of our  
 members. I will send you the photos of the new works by next mail.

Sincerely yours.

岡田 寛三  
 Juzo Okada

### S.S. Lane Victory



The Victory Class of ships superseded the Liberty ships during WW II. Strictly a cargo ship they were armed during the war. Although this was my 19th SIB it was my first attempt to assemble parts of the ship inside the bottle. Picture #1 shows the below waterline section, the above the waterline section and the cabin deck ( Which was located amidships.) The midship location of the extra decks above the main caused a change in procedure for inserting and erecting.

The aft mast was laid to the stern as one would normally do with the erecting thread run under a ladder on the aft section of the cabin deck which was fastened to the hull before insertion. Two kingposts that stood just aft of the cabin sections were put in place after insertion. Here I learned not to fill the holes for the kingposts before attempting to insert them. ( When the hole is full of glue, dropping the kingpost into the hole proved impossible.)

Picture #2 shows the hull on its trestle with the second deck, bridge deck and top of wheelhouse all assembled, with kingposts and cargo booms being painted. Two additional kingposts just forward of the multiple deck structure were inserted after the deck structure was glued on the hull and the funnel with smoke attached was glued in place. Tiny dowel pieces were used to align the deck structures so that assembly after insertion in the bottle could maintain the integrity of the hull.

Picture #3 shows the sea before insertion. It was made from Flex Paste, an acrylic product, and painted using acrylic tube paints.



Picture #4 shows the need to lay the two forward masts down on the gun deck at the bow. They were raised by an erecting thread that led through the bulwark just forward of the deckhouses. After the masts were glued in a vertical position this thread was eliminated. Picture #5 shows the hull ready for insertion. Finally picture #6 shows the Belew Creek Shipyard ready for the next adventure.

Richard Blandford  
rlb16@juno.com



# 1.



# 2.



# 3.

S.S. Lane Victory.

# 4.



# 5.



# 6.

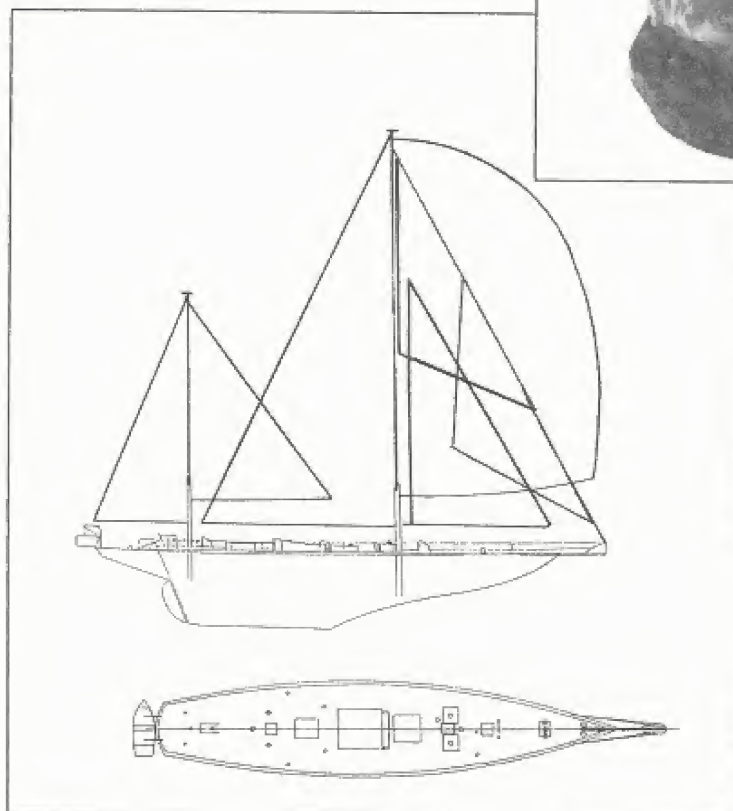




# THE SHIP-IN-BOTTLE

I was fortunate to obtain blueprints and engineering drawings of the Oriole, from which I made tracings and reduced them to working size for my model.

I have a second ship-in-bottle planned to a slightly larger size. The model shown is 3 1/4" hull length, main mast is 2 1/4" high, the bottle is a "Pinch" whiskey bottle (my favourite brand) 26 oz. (750 ml). I use plasticine for my seas, sometimes mixing colours for effect and white paint. Most of my hulls are carved from Mahogany or Fruit Woods —



pear and apple. I use bond paper either off-white or brite white, depending on ship and period depicted, and I use fly-tying line in several thicknesses for the rigging, and white carpenter's glue.

Enlarge or reduce plan shown to fit your bottle. Happy bottling!

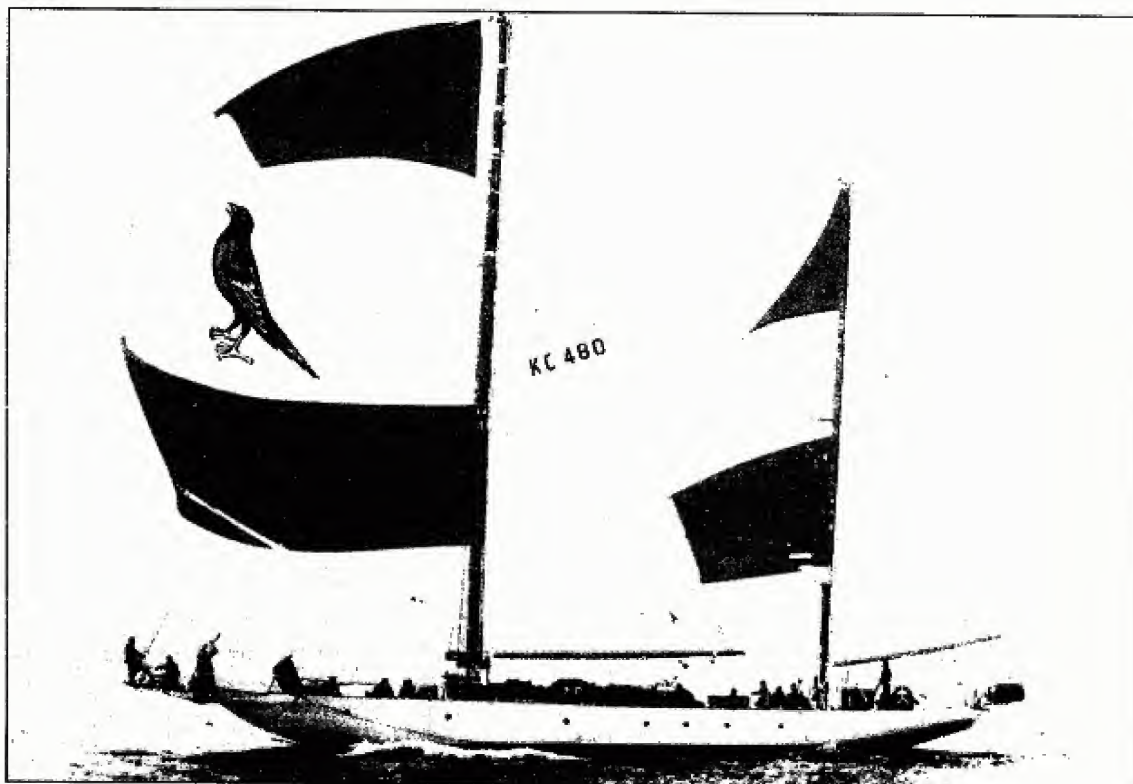
*Alan R.*

Alan Rogerson  
Toronto, ON

# — HMCS ORIOLE —

**T**his 95 tonne ocean going ketch was launched June 4, 1921 at a Boston shipyard for Commodore Gooderham of the Royal Canadian Yacht Club. The steel hulled 103 foot ketch was supposed to be Canadian built, but due to a strike she was built in Boston. She was donated to the Navy League in 1940 and joined the west coast fleet in 1954 at CFB Esquimalt. Her 102 foot main mast and 55 foot mizzen fly 1100 square meters of sail and her red, white and blue spinnaker is 600 square meters. There are no winches for sail handling, all halyards and running

backstays are rigged luff on luff and trimmed by teams of 4 or 5 cadets. HMCS Oriole provides basic seamanship training for 18 - 23 year old cadets from the Canadian Forces. She has participated in many offshore races and has an enviable reputation as an excellent offshore racer with many class wins to her credit. One other interesting note — in 1964 she had a ballast of 12 tons of loose pig iron. This was replaced by 5-6 tons of beer in 1965, and as the story goes, the more beer her crew drank, the faster she sailed! She is in her 76th year and still going strong.





**Notes From The Membership Chairman**  
by Don Hubbard

If you are wondering at the changed appearance of my notes, think **computer virus**. All my major programs have been corrupted, so none of the nice formatted page making ability remains. Luckily I am still able to crank something out with my 1986 copy of Word Star, V.4, and heck, it isn't all that bad. Just no fancy fonts or captioned boxes. So enjoy!

My youngest daughter, Lauren gave birth to my third grandchild, Eric H. Kilgore, on July 16, 1998. 9 lbs. 7 Oz. The baby was born in Los Angeles, but they are moving to Long Island in October, so at least he will have the correct accent. (So says his Bronx born grandfather). Back before the ban on whale ivory I purchased four small whales teeth on a flight to Iceland and scrimshaw one for each grandchild. It has been eleven years since the last so my fingertips are once again numb, and I need two sets of close up glasses to see the work clearly, but like ships-in-bottles, scrimshaw lasts a very long time, so the effort is worth it.

Speaking of New York, one of our original members, **Attilvo Capitani, (Brooklyn, NY)** sent in his dues check and along with it sent in a nice donation of \$20.00 to help keep this ship afloat. Many thanks, Atilvo, and happy ship-bottling.

A \$10.00 donation also came in from **Al Campbell (Houston, TX)** who is employed aboard ship. He reports that customs can be bad news for ship-bottlers, questioning tools, tubes of paint and one agent in Los Angeles even wanted to break the bottle to see what the sea was made of. Jeez!

**Bob Frederick, (Seattle, WA)** sent in an answer to the query about cementing metal to glass, "I have used GEM TAK cement found in textile and hobby stores. Also SQUEEZE-N-CAULK, made by Borden, the original White Glue manufacturer. You can find this in hardware departments. Both dry clear and are paintable as well as water-proof, when dry. Aquarium cement will glue glass to varnished wood, but don't know if it will stick metal to wood. The GEM TAK has a rubbery feel when cured. I glued a block of wood to a bottle when I first bought a bottle of the cement and after a couple of days the wood tore when I tried to pull them apart." New subject from Bob: "I have just sold a light ship 'Relief' in a small 5" X 7" shadow box for \$50.00. Taken from Leon Labistour's book."

Nice letter from **Russell Rowley, (Seattle, WA)** long time member and frequent contributor to this newsletter. Russell works aboard an oceanographic research vessel, the Thompson,

which, despite its glamorous designation, often goes on long, cold, tedious trips. So as of this writing he is excited to be heading off on a six week vacation to China with his wife. He says, "Everything in China is a patchwork quilt of modern and archaic, rich and poor, things that work and things that don't, and bureaucracies that are enough to make one weep with frustration. Six weeks there will make me feel like I am organized. After the long trips and the tedious labor aboard the ship . . . I intend to relax!"

I received a 5:00 AM phone call from a lady named Hannelore Montgomery looking for the Ships-In-Bottles Association. Turns out that she is the daughter of **Otto Palmen**, an outstanding German ship-bottler, who had come to the US for a visit. They were looking for addresses of ship-bottlers living in Virginia and Maryland. Otto does wonderful work, and often builds in bone (and earlier, in ivory). Many of his models are in the collection of Hans Fahnlein, (Bad Windsheim, Germany) who has been a member of our Association since its inception.

**OF INTEREST to all of you who like to tinker**, Otto gave his grandson a model of the Red Baron's Fokker tri-plane in a bottle. The propeller turns and is propelled by power delivered by a small solar panel somewhere in or on the bottle. I checked with Radio Shack, and sure enough, small solar panels are available, but the clerk was not sufficiently knowledgeable to tell me how to hook one up to a motor, or how to make/buy a motor small enough to do the job. How about one of you taking the ball on this and seeing what inside the bottle applications you can devise to use this new technology.

The prolific **Charles Hand**, (Canton, NC) sent me a copy of a ship-in-bottle article he wrote for Dollhouse Miniatures Magazine. By his count that is article No. 35, with more in the pipeline. The Dollhouse article has so far brought him three inquiries about SIB. He nicely mentioned our Association at the end of the article which will almost certainly bring us some new members. Many thanks Charles.

**Hans de Haan**, (Bergen op Zoom, Netherlands) sent his thanks to the members who sent him photos of their work. He collects SIB photos and currently has over 3000 in his albums. If you wish to add your model to his collection his address is: Hans de Haan, Grauwe Gans 34, 4617 KE Bergen op Zoom, Netherlands.

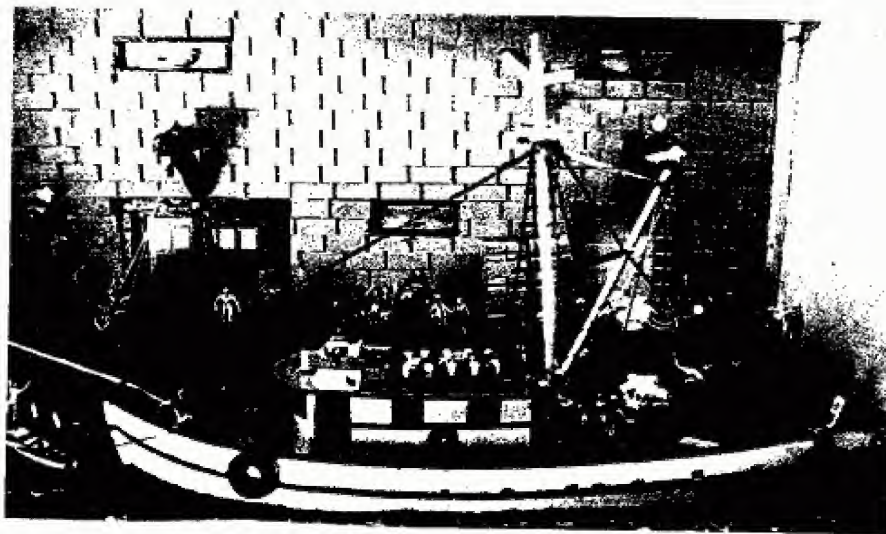


A "Lemster Aak" in bulb  
Hans de Haan



Adam Mello, (Petaluma, CA) who belongs to the Redwood Empire Model Shipwrights, sent a copy of their newsletter indicating that he is now the temporary commodore of the new outfit. Of course he shows his bottled models as well as this diorama of a fishing pier made entirely out of what Adam calls, "recyclable trash". Everything from brassiere strap buckles to junk jewelry to tinker toys. If you live in the California Bay area and would like to join this group please contact him at P.O. Box 5554, Petaluma, CA 94955-5554 or use his E mail [adamelo@calicom.net](mailto:adamelo@calicom.net).

The diorama is a story of my life. The fishermen used to come in from a trip, say on a Monday, and sell them on Tuesday morning, load up, and out again on a Wednesday. They had no time for the family, So they used to pay people who wanted work to do the unloading while they spent the day with their family. These workers were called lumbers. One of them was a woman who worked like a man in those days. You can see them telling stories on the dock. I use to row around in my fathers little skiff. You can see me climbing the ladder at the bow of the vessel. This diorama is of the early forties. I hope this explains a little more about the diorama than just shown in the picture. Adam



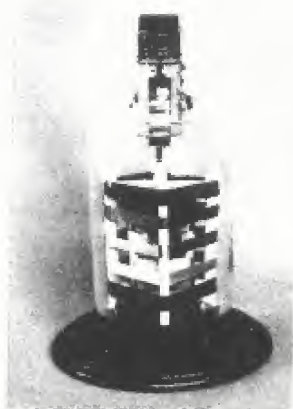
# NOTES FROM JAPAN

I received a letter in late June from our good friend, **Juzo Okada**, head of the Japanese Ships-In-Bottles Association. He had been quite ill, but is back at home now, and we are happy to say, recovering. One part of his recuperation is learning how to use his new computer. One of the Japanese Association members, Mr. Shinzo Ichimura, has designed a web page for their group, so if you are on the internet look them up at <http://www3.justnet.ne.jp/~itisin/>.

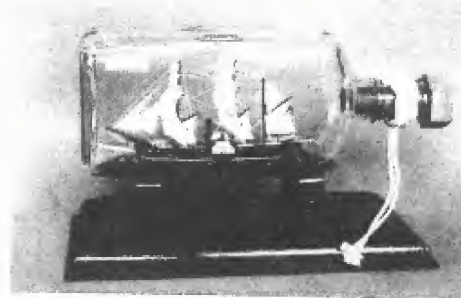
The Japanese association hosted two ships-in-bottles exhibitions this past Summer, one in Osaka and the other in Kobe. They are an active group, and their exhibitions are usually large and full of unique and imaginative models. Though I don't know the details of these two shows, the Japanese department stores often play host and provide excellent display space. The photos on this page show some of the work which was displayed.

Mr. Okada sends his personal warm greetings to all of the members of the Ships-In-Bottles Association of America and we, in turn, wish him a speedy and permanent recovery.

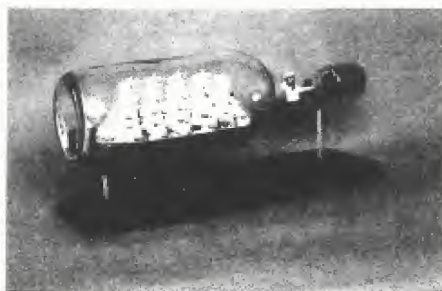
Don Hubbard



The Sports



The Black Ship T. Maruyama



Praussen H. Adachi



Pharos SHURE's Sailing Ship  
M. Shimizu



### NEW SHIP-IN-BOTTLE VIDEO

If you have ever had the opportunity to see Gil Charbonneau's ships-in-bottles you will understand why he has the reputation as one of the finest contemporary modelers in the business. His ships are awesome in their accuracy, and his detailed representation of even the smallest items on board create the illusion that the vessel is ready to go to sea. Now you have the opportunity to learn all of the techniques which this master builder employs to build these small, fine miniatures.

Gil's new video, "Building Friendship Sloops in Bottles" takes you through the steps from the initial carving of the hull and its outfitting, to the nitty-gritty of making miniature cleats, blocks, dead-eyes and belaying pins.

Together the two tapes are long: 3 hours and 40 minutes. But when you view them you understand that this subject does not lend itself to light, breezy treatment. Nor is the length the deterrent that it seems. The videos come with a time index, so that you can insert a tape, zero your video counter, and then fast forward to the section which is of immediate interest.

The tape comes with a detailed paper plan of the Friendship Sloop, **DICTATOR**. You refer to this for the exact hull and deck measurements and for placement of the various spars and fittings. Hull length, including bowsprit, comes to 5 1/4 inches, and overall height is 5 inches. This gives you some idea of the size of the completed model.

Cost of this pair of tapes is \$35.00. This is inexpensive when you consider the amount and detail of material covered, the years of experience of the builder and the handsome model which results.

I certainly recommend this tape series to any ship-in-bottle builder, from beginner to advanced. No one can fail to profit from it. There are new tricks in every section. You might also suggest that your local library order it (ISBN:0-943665-09-4) so that others may benefit.

The tapes can be obtained directly from the producer: Write to Gil Charbonneau, Custom Ships-in Bottles, 982 Cross Point Road, Edgecomb, Maine 04556. \$35.00 plus \$4.50 for shipping and handling.

REVIEW BY: Don Hubbard

## HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. *One way to minimize these is to take your picture outdoors on an overcast day.* Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

## MAKING SHIPS IN BOTTLES

In recent years there has been, world wide, a huge resurgence of interest in this traditional sailor's craft. LEON LABISTOUR, late President of the European Association of Ships in Bottles, devoted over 40 years of practical experience in fostering this interest. All his time-proven methods have been published in a **BOOK** which is now regarded as a major work on the subject. Precise text, photographs and working-size plans assist the modeller to make six different ships in bottles, from Beginner to Advanced. A4 format, 104 pages, 37 photos, 80 plans & line drawings, full colour cover. Price \$20 surface, \$30 airmail.

## MAKING SHIPS IN BOTTLES

Now available in USA compatible **VIDEO**, Leon and his wife Patricia take the would-be ship in bottle maker easily and painlessly into a totally fascinating hobby. This video is a fully professionally made production, running for approx 70 minutes, showing clearly all stages in producing an excellent first model. There are maybe tips for the more experienced, too! Price \$20 surface, \$25 airmail.

## MAKING SHIPS IN BOTTLES

Matching **KIT** of essential parts, tools and materials can now 'get you started' quickly....kit contains sufficient for making TWO ships in bottles - the 2 masted 'Beginners' and a Three Masted Barque. Bottle not included. Price \$45 surface, \$50 airmail.

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please. VISIT MY WEB SITE for further details & color pictures - <http://www.seascope.demon.co.uk>




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 Randy Westervelt (shipbotler@aol.com)  
 NEW World Wide Web server <http://www.shipbottle.ru>  
 Dutch SIB Assn. Website:  
<http://www.worldaccess.nl/~welcom/HOME.HTM>  
 (Note: The final part must be in caps or it may not work.  
 You will find a Dutch, English and Austrian version, each  
 with its own music.

jfox3@win.bright.net (John Fox III)

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One Third Page- \$30.  
Full Page- \$ 60.

The copy will be printed in four consecutive issues (1-year) from the closest publication date of receipt. Checks for ads should be made payable to: "The Ships-in-Bottles Association of America" and sent along with ad copy to: Mr. Don Hubbard, P.O.Box 180550, Coronado, Ca. 92178.

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Made payable to Ray. Handwerker, 5075  
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We now have a COMPLETE index of all past Bottle Shipwright's thanks to the untiring efforts of Saul Bobroff. Don Hubbard has agreed to reprint them and have them three hole punched so they will fit in a loose leaf notebook. This will make it easier for future additions to be added. If you are interested in obtaining the index send a check or money order for \$3.50 to Don Hubbard, P.O.Box 180550, Coronado, Ca. 92178 to cover the cost of mailing. Overseas members sent \$4.50.

There are still a few copies of the 10th Anniversary cover, that was painted by the late George Pinter, available and suitable for framing. ( Mine looks great framed) Carolyn Pinter could use a little help. Cost is still \$25. including shipping and handling. Send check made out to her at 5 Marjorie Dr. Halifax, Ma. 02338.



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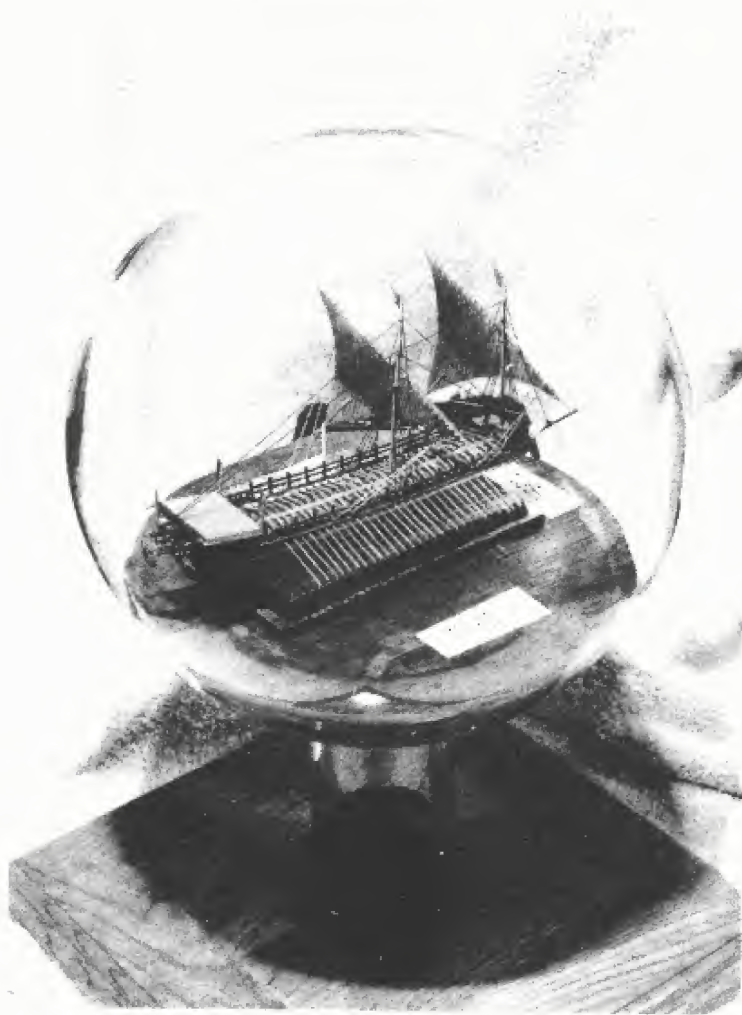
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